

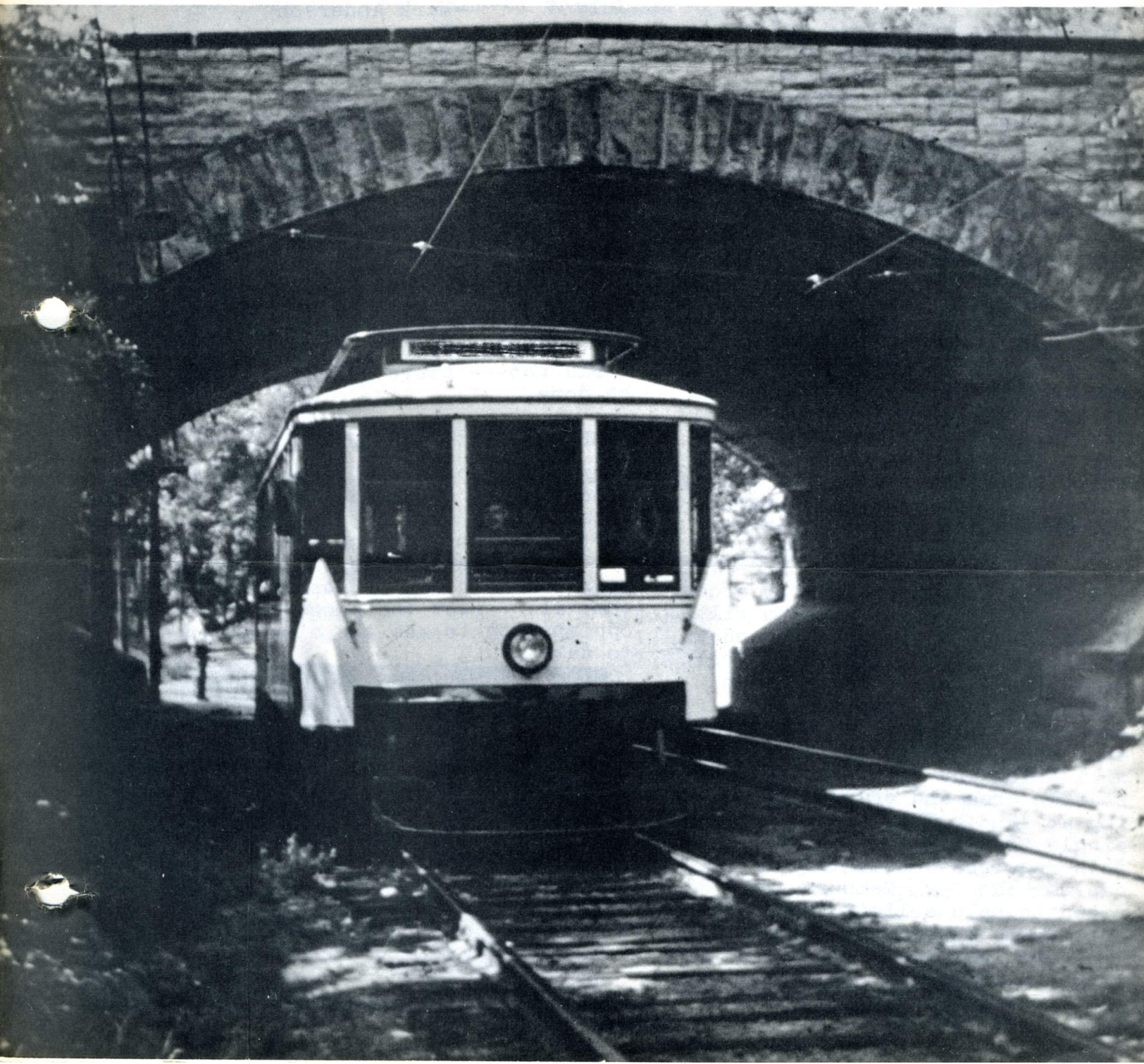


Official Publication of The Minnesota Transportation Museum, Inc.

MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343

JUNE 1970



THE COVER:

Shown beneath the Wm. Barry Bridge, a TCRT standard car pauses for the camera on a railfans trip during the twilight years of operation over the old Como-Harriet streetcar right-of-way. Happily, it is a scene that your museum hopes to soon recreate! This particular location approximates the proposed Northern terminus of the Lake Harriet right-of-way restoration project.

GROUND BREAKING!!

The Harriet project is well underway! The weekend of April 18th, under the able direction of George Isaacs, MTM vice-president, operations, work on the right-of-way north of 42nd street commenced. Ground surface was scarified; old ties were rooted out and discarded; many sound existing ties were salvaged along with tie-plates; the 'jungle' of existing brush was cut away. During the following week the Park Board moved in and under the supervision of Museum member Herb Pinske, grading of the right-of-way was completed. Considerable activity has since been undertaken; all metal surfaces on existing R.O.W. structures are being repainted; (TCRT green of course) ties have been selected in quantity--375 are now on the property; and rail (75 lbs.) is tentatively on order. The one-stall steel carbarn will hopefully be up before the end of summer. 1970 plans call for track installation from Linden Hills bridge to approximately one hundred feet south of the 42nd street gradecrossing. This will bring our trackage into the station area and effect the crossing at 42nd. The line will be single track. Naturally, all of this requires substantial capital outlay. Members are urged to help solicit funds and spread the word about the Harriet Project. Ask your friends, fellow workers, everyone to send their contributions to TROLLEY, Box 1300 Hopkins, Minnesota 55343.

HELP NEEDED

With the Harriet project now in full-swing, it is even more important that museum members lend their assistance during the coming months. Listed are the crew chiefs for the days scheduled. Give them a call and volunteer a little of your time toward our Museum project.

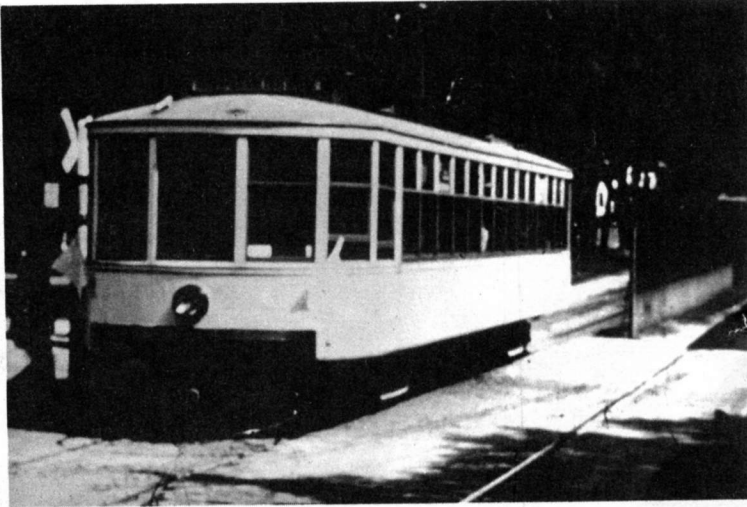
- June 6-Sat. -Frans Sandberg
- June 7-Sun. -Geo. Isaacs
- June 13 -Herb Pinske
- June 14 -Geo. Isaacs
- June 20 -Mark Anderson
- June 21 -Geo. Isaacs
- June 27 -Herb Pinske
- June 28 -Mark Anderson
- July 4 -Mark Anderson
- July 6 -Geo. Isaacs
- July 11 -Mark Anderson
- July 12 -Geo. Isaacs
- July 18 -Herb Pinske
- July 19 -Geo. Isaacs
- July 25 -Frank Sandberg
- July 26 -Herb Pinske

Phones -Isaacs 484-7512 -Pinske 724-4533
-Anderson 825-7851 Sandberg 890-2830

Lend a hand!! The work will go faster and you'll get a chance to meet and enjoy the comraderie of your fellow members in this most unique project. We need all of you-girls too -- there's lots more painting to be done.

JUNE GENERAL MEMBERSHIP PICNIC

Our summer picnic will be held Sunday, June 21st at 4 p.m. at Lake Harriet. The location can best be pinpointed as on the northwest shore of the lake in the park next to the streetcar right-of-way. Bring your own food and refreshments. Come one, come all - meet the gang. It's a great opportunity to see the site and the progress to date.



LAKE HARRIET IN CAPSULE
-FACTS AND FIGURES YOU SHOULD KNOW

Yes, we have made excellent progress at the Lake Harriet site in terms of work done and NO in terms of money collected to accomplish our goals for 1970.

First, what has been accomplished?

1. The grade has been cleaned and prepared between W. 42nd Street and the Linden Hills Boulevard bridge.
2. 250 ties have been moved onto the site.
3. The footings have been poured and blocks laid for the carbarn foundation.
4. Surplus dirt has been removed from under the bridge.

What remains to be done?

1. Erect a steel carbarn measuring 16' w. x 56' l. x 14' high under the Linden Hills Boulevard bridge.
2. Lay 1100 feet of track including the 42nd Street crossing.
3. Move #1300 from the Minnesota Transfer to its new home.

TO DO ALL OF THIS WILL REQUIRE MORE MONEY THAN WE REALLY HAVE ON HAND

The following expenditures must be made to meet our 1970 goals:

Armco steel building for carbarn (balance due)	\$2644.00
Foundation for the carbarn (outstanding bills)	
Grading and dirt removal \$141.00	
Mortar, lumber and reinforcing bars \$45.00	
Concrete -\$105.00	291.00
Rail, angle bars and tie plates - 30 tons @ \$32.00 per ton	960.00
Trucking charge for hauling rail - 12 hrs. @ \$11. per Hr.	131.00
Moving #1300 - Estimate from Rocket transfer	600.00
Subtotal	\$4626.00
Contingencies	374.00
Total	\$5000.00

ASSETS AS OF JULY 19, 1970

MTM treasury balance	\$1491.00
less museum operating fund for 1970	125.00
Available for Lake Harriet project	\$1366.00
Onan Family Foundation Grant	\$1000.00
Pledged \$100 loans	600.00
Income from NSP equipment (not available until Oct.)	300.00
Income from Box #1300 for remainder of year	200.00
Total assets	\$3466.00
TO BE RAISED	\$1534.00

SO, WHERE DO WE NOW STAND?

We have enough funds to pay for the carbarn when it arrives but no more. We can't buy rail until we get the money to pay for it. Many of you have made loans and/or donated to this project which is the reason we are as far along as we now are. Those of you who have not donated beyond your yearly dues are again urged to do so. More important for all is to solicit contributions from friends and business. Use your flyers and remember all contributions are now TAX DEDUCTIBLE!!



MINNESOTA STREETCAR MUSEUM

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August 2021

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